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No. 15,391, 號一十九百三千五萬一第 日六初月七年三十三緒光 HONGKONG, WEDNESDAY, AUGUST 14TH, 1907. 三拜禮 號四十月八年七零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 12th August, 1907.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No communications signed communications that have already appeared in other papers will be inserted.

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BIRTH.

On August 8th, at Shanghai, the wife of H. B. EMBERTON, of a son.

DEATH.

On August 3rd, at Chefoo, ROBERT, HENRY ALEXANDER EVANS NELSON, R.N., aged 62 years.

HONGKONG OFFICE: 10A, DES VERTS ROAD C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1907.

We have already dealt sketchily with the itinerary recently published by His Majesty's Stationery Office, of a journey by Mr. GARNETT, 3rd Secretary of H. M. Legation at Peking. It gives an indication of how little is really known of the internal communications of China, and is worth further reference. From Chianan, being desirous of visiting the cities of CONFUICUS and MENCIOUS, Mr. GARNETT at last found himself at Tsinling Choo, one of the old and most important centres of trade in southern Shanlung. So far so good; Chianan and Tsinling are two spots that would recommend themselves to any practical man seeking to lay out a line of railway from the Capital to the South. From Tsinling on there is room for considerable differences of opinion. Following the ordinary route without thought of questioning its propriety, Mr. GARNETT went down the Grain Tribute Canal to T'ingkingpu, and thence through the lakes to Yangchow and Chinkiang. T'ingkingpu, except that it is on the Canal, where the new and smaller channel meets the older and larger serving the northern part of Kiangsu, has no advantage of situation, and owes any commercial advantage it might have simply to the fact that in the old days prior to

Hien Fung, the boats bringing produce from the South transhipped here into smaller boats which alone could navigate the much smaller and more difficult channel to Tsinling. With the opening of the canal to steamboat traffic the utility of this line almost altogether, except for mere local traffic, disappeared, owing to the want of water, and the adverse levels. With the change of the lower course of the Yellow river, the traffic along the northern portion of the Canal, as far as private transportation went, entirely ceased: the boats carrying the tribute rice were with difficulty squeezed the whole way from Tsinling to Lin'ing on the Wei; and there was no water left for private traffic.

Now it is noteworthy that all the schemes that have been suggested, and some of which have led to preliminary surveys being made, simply start on the assumption of following the line of the Canal; and so nearly the entire way from T'ingkingpu to Yangchow traverse an embankment between two lakes, were the country produces absolutely nothing, and the towns Paoying and Kwanyii are, since the opening of the Canal, little more than heaps of ruins. To understand this we must go a little into the ancient geography of the country. Before the twelfth century the Yellow River flowed into the Gulf of Pechili, between Chihli and Shantung provinces, and the Grain Canal had no existence, the main line of communication from South to North started from north of Nanking and went by way of Fungyang and Suchoo to Tsinling, all overland. In 484 A.D. indeed, the last king of Wu (Suchow) had opened a channel of communication between the Hungtse Lake, through which latter flowed the old River Hwai into the Yellow sea in a channel afterwards occupied by the Yellow River. This artificial channel exists still, but from the excessive velocity of its current there do not seem to be any records of its having been availed of for commercial traffic. Through it in these modern days the whole stream of the modern Hwai, with its numerous tributaries in southern and eastern Honan, and a large part of northern Anhwei, flow with a rapid current across the line of the Imperial Grain Canal near Yangchow, and make their way under the Wan Fu Bridge to get lost in the Taichoo district about Siennumino. The whole of this country, though most interesting and important in any study of the industrial resources of China, remains absolutely unsurveyed.

The line of the Imperial Grain Canal, it is worthy of note, owes its origin to accident. In 1194 during the troublous times at the rise of the Mongol dynasty of Yuen, the old Yellow river burst its right bank in Tsaocheo Fu, and a stream made its way temporarily by Tsinling to the River Hwai. It was not for some years after that, again breaking through its right bank higher up, it took the course in which it flowed for six centuries and a half. Kublai Khan, who at last succeeded to a settled throne, took advantage of the stream from Tsaocheo to T'ingkingpu to open up for the first time the subsequent great channel of communication with the south of his empire. The actual historic line of communication between North and South passes west, not east, of the Hungtse Lake, and this is, so far as it is known, a fertile country, and not, as the present line, subject to inundation; and before hastily fixing on any line for the proposed new railway, it would be well to have this surveyed.

Although the ground is higher it is not crossed by any range of hills, the highest ground being the Loess water parting between the Chao Hu in the centre of Anhwei, and the small streams flowing directly into the Imperial Grain Canal. The same may be said of the plain which extends all the way from the walls of Nanking south-easterly to Liyang and Chonghsing-hien across the boundaries of Anhwei and Chekiang. This is likewise a rich and in parts well cultivated plain, but has been kept back from the absence of water-ways. This district forms the water parting between the streams flowing into the Yangtse about Wuhu, and those flowing down to Huchoo and the Tai Hu. Formerly one or more channels crossed this plain, but were artificially blocked in order to prevent the Yangtse in time of flood submerging the low country. In consequence of this the country has diminished in point of wealth, but still is the great rice country that supplies Wuhu, the largest rice exporter on the Yangtse. It is only waiting for the opening up of railways to recover its former productiveness. This plain communicates with Hangchow in the south, and so a line along the suggested course would really form the great main line from the Capital to Hangchow, and at Nanking would connect with the lower Kiangsu system.

It will thus be seen that there is much to be learned about these districts between Tsinan Fu and Nanking and Hangchow before we are justified in hastily adopting the line of the present Imperial Grain Canal, as the only or best course available for a successful line of railway. Notwithstanding, without a moment's consideration, we have seen both the British and German Governments foolishly urging on China the immediate granting of a concession for making and working an objectionable line. It is true that China has as little the real interests of the country at heart in her opposition; but that is no reason why without any consideration more than an excursion down the Imperial Grain Canal an important railway line should be undertaken. It may be right enough to jog on China's opposition to any scheme for her benefit; but the more this becomes expedient, the more incumbent it is on our Government to be really satisfied that the proposal that it is urging shall have been properly worked out in all its economical aspects.

The number of plague cases at date is 212.

The English Mail of the 12th July was delivered in London on the 12th instant.

Many Japanese naval officers visited the Dreadnought at Portsmouth.

Fifty years ago this month, our predecessors were worrying about a report that the Russians were going to seize Formosa.

It is true Prince Burghese has "motored" from Peking to Paris, but only as a feat, at extraordinary risk, cost, and trouble. For practical purposes, the route still ranks as "impossible."

Probably the first case of a mandarin dying at his post of plague has occurred in the neighbourhood of Swatow. The Ch'angyang Hsien lost his life from that disease, which is still sporadic in his city.

The proposal made by Viceroy Chang Chih-tung the other day, to allow the sale of patents of nobility from Duke to Baron, as a means of raising funds for Government, has been vetoed by the Throne.

The American Consulate General received the telegram quoted below from the Manila Observatory at 8.40 a.m. yesterday:—August 12th, 7 p.m. Typhoon still far off in Pacific about E.N.E. Manila appears to have been almost stationary last 24 hours.

A Chinese trader, Yang Chik San, was discovered by P. C. Watt in the act of applying false trade marks to tea, and when he appeared before Mr. Headland at the Magistrate's yesterday, he had to find bail of \$1000, the case being remanded.

The Waiwupa received a telegram from President Roosevelt on the 4th instant, addressed to the Emperor, congratulating his Majesty on the completion of his thirty-seventh birthday anniversary. The telegram was first translated by the Waiwupa and then "reverentially presented to the Emperor."

Many old China coast hands will learn with regret the death of Mr. R. E. Nelson, which took place at Chefoo on the 3rd instant. The deceased gentleman, who was in his sixty-third year, came to China in 1894 as Naval Instructor to the Imperial Chinese Navy, having prior to that held a similar position in the British Navy.

In conjunction with the Japanese railways and steamship companies, the International Sleeping Car Company is organising through passenger communication between Europe to Siberia, and thence by the Eastern China Railway to Dairen and Japan. Express trains will be run between Tokyo and Simonseski, and the return journey to Siberia and Europe will be made by way of Fusan, Mukden, and Harbin.

Before Mr. H. H. J. Gompertz at the Police Court, the trial of Leung Ngan-pa, who was charged with obtaining by false pretences, and on credit by fraud other than false pretences, goods to the value of \$30,000, was concluded. On the evidence his Worship acquitted the defendant. Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) presented, and Mr. P. W. Goldring (of Messrs. Goldring and Barlow) represented the defendant.

According to the Japanese papers, the Board of Auditors has completed the examination of the war expenditure. The total amount is about ¥2,500,000,000, of which about ¥1,000,000,000, was spent for provisions for the Army and Navy, about ¥600,000,000 for the conveyance of troops, ammunition, etc., and the remainder for the construction of buildings, railways, siege works, etc., and for clothing and sundries.

Fifteen San Francisco aldermen, who had confessed to the acceptance of bribes, resigned, and the candidates nominated by the new Mayor were then elected in their place. Mr. Schmitt, however, insisting that he is still the Mayor, has nominated aldermen from his prison. The existence of two Boards of aldermen is likely to cause much bickering. The Judges of the Supreme Court have declared the nominations of aldermen by Mr. Schmitt to be invalid. The ex-Mayor is, however, being supported by the Chief of Police and some other officials, and he has the help of the Labour Party. The consequent dissension among the Municipal authorities is causing consternation.

STOP PRESS TELEGRAM.

ARRESTED.

AFTER DESPERATE STRUGGLE.

SHANGHAI, August 13th.

Adsett was arrested this afternoon at Chefoo.

He struggled desperately with his captors.

He left Shanghai on Saturday by the s.s. "Hsinming," and information was telegraphed to Chefoo.

A man at Shanghai bearing a resemblance to Adsett has been arrested on four separate occasions.

The *Nation's* *Arms*, the journal of the National Service League, in the July issue says that the breakdown of the Voluntary system, of which we have had so many proofs in recent years at home is showing itself also in the Colonies. It gives newspaper quotation showing that the Volunteers are diminishing in Australia and in Natal, and adds, "These facts show what is going on in other parts of the Empire as well as at home, and they constitute an additional proof of the urgent need for the adoption of the only safe, as well as the only just, system—that of Universal Military Training for all able-bodied citizens."

The "Kobe Maru," which has arrived at Nagasaki from Vladivostok, reports that large numbers of Russian labourers are reaching the latter port. If they fail to obtain work they at once start disturbances, the consequences being that the authorities are endeavouring to find occupation for as many as possible of them. At the request of the Harbour Office, for instance, all the Russian and other vessels are employing, these men for dealing with their cargo. They are, however, idle and disorderly, and have no knowledge of shipping work, with the result that they take a very long time over their tasks and damage much cargo. Shipping people and freight owners are bitterly complaining of their conduct. The construction of the electric tramway has been commenced, but when it will be completed is entirely uncertain.—"Kobe Herald."

A disquieting state of affairs is reported by the "Mainichi" correspondent at Kwang-chow. H. E. Hsu Shih-chang, the Viceroy of Manchuria has, he says, placed thousands of infantry and cavalry outside the walls of Changchun, partly as a precaution against the mounted bandits, but partly, also, to counter-balance the Japanese troops. He has, likewise, mounted six quick-firing guns, which point toward the quarters of the Japanese. The troops are certainly superior to the Chinese army in general, and they are conscious of their superiority. Sometimes they assault Japanese subjects, and at others they enjoy themselves at Japanese restaurants and go away without paying their bills. In consequence of these circumstances, the Chinese merchants in the locality have come to hold the Japanese in contempt. If the present position continues, encounters between the Chinese and Japanese troops will be inevitable. The Japanese merchants are determined to firmly establish the Japanese colony at Changchun.

A large comet, easily observable with the naked eye, but hidden during the past days by the clouds or by the neighbouring moon, was seen at Siowai, on August 8th at 3 a.m., north of Orion, roughly at 1/3 of the distance from 1/4 Taari and 3 Grionis.—The nucleus is somewhat brighter than a star of 3rd magnitude, without opera-glass it is easy to see a nebulous mass, quite distinct from a star.—The tail is extending in a direction opposite to that of the Sun; it is faint, but quite distinguishable on a dark night; it covers about 2 or 3 arcseconds.—From rough comparisons with some stars, it stood by about 16 deg. of declination and 21. 20m. of Right ascension.—Possibly it is the one discovered, on June 18 at Lick, by Prof. Aitken, and on the 15th at Princeton (W.S.A.) by Mr. Daniel.—Weather permitting, the comet will be visible in good conditions (new moon); it is to be found in eastern horizon, a little N. of Orion and E.N.E. of Aldebaran.—The best time to observe it is between 2 a.m. and 3 a.m.—At 4.30 and even 5 a.m. the nucleus is visible, but the tail fades away under the increasing light of the Aurora.

A POLICEMAN'S FALL.

Gujar Singh, an Indian constable, found himself in the dock yesterday. He was charged with the larceny of \$83 from a Chinaman whom he had arrested. It appears that the Chinaman, a steward on board the *Watchdog*, was sent to pay some bills, and in addition to the \$83 mentioned in his possession \$118. Whether he remained strictly sober is neither here nor there, but the constable considered it his duty to arrest him. No sooner had he made the capture than he took from the Chinaman's side pocket the book from which a number of bank notes were passed and transferred the contents to his own. Arrived at the Central Police Station the Chinaman complained that he had been robbed, and, suspicion falling on the constable, he was searched, with the result that \$75 was found upon him. He pleaded that he had picked up the money from the street, as the Chinaman dropped it, and forgot to hand it over. Mr. Gompertz said that, had it not been for defendant's good record in the force, he would have sent him to prison for six months. As it was, he would have to go for three months.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

TOTAL WRECK.

LONDON, August 13th.

The Pacific Navigation Company's steamer "Colombia" is a total wreck on the coast of Peru.

MILITARY APPOINTMENTS.

LONDON, August 13th.

Major-General Smith-Dorrien has succeeded to the chief command of the Aldershot depot, on General French's appointment as Inspector-General.

Major-General Smith-Dorrien, C.B., F.R.G.S., D.S.O., has repeatedly been mentioned in despatches. He was Col. Sherwood Foresters, and was last posted as Adj.-Gen. India. He has seen active service in Zululand, Egypt, Sudan, Indian frontier, and South Africa. [Sir John French has been at Aldershot as commander of the First Army Corps since 1901, going there direct from the German manoeuvres which he visited on his return from South Africa. He has been doing excellent work at the Hampshire depot. His military career is too long and too well known to summarise, but it may not be generally remembered that he served four years in the Navy in his teens.]

VICEROY SHUM NOT COMING.

RESIGNATION PERMITTED.

THE NEW APPOINTEE.

SHANGHAI, August 13th.

Viceroy Shum has been permitted to retire into private life.

The new Viceroy of the two Kwang provinces is Cheong Yan-tsun, whose appointment is officially notified.

Lum Shew-nin has been appointed Governor of Honan.

Cheong Yan-tsun was judicial commissioner of Kwangtung in 1894; financial commissioner of Shanghai in 1895; director general of transports in 1900; governor of Shanghai in 1901; of Honan in 1904; of Kwangtung in 1905; and of Shensi in 1906. [Lum Shew-nin was governor of Kwangsi in 1906, and lately a member of the Grand Council.]

KIAOCHOU.

LONDON, August 12th.*

It is repeated that a Reichstag committee really has been seriously considering the question of withdrawing from Kiaochou.

EDWARD VII.

LONDON, August 12th.*

The King goes to Marienbad to-morrow.

MOROCCO.

LONDON, August 12th.*

Three thousand French troops repulsed twenty thousand Moors at Casablanca.

LONDON, August 13th.

Raisuli has released Kaid Maclean, whom he treacherously took prisoner during negotiations. Fighting continues at Casablanca. The Governor has been taken prisoner.

Mazagan is now threatened.

FROM PEKING.

LONDON, August 12th.*

Prince Borghese and party arrived at Paris on Saturday.

BELFAST RIOTS.

LONDON, August 12th.*

The Belfast strikers have attacked the military, who replied with a bayonet charge. Twenty-two policemen were injured.

LONDON, August 13th.

Another attack has been made on the police by the mob, who wrecked the barracks. The troops dispersed the people by firing ball cartridge. All the hospitals in Belfast are filled with wounded.

(It appears the dockers' strike caused a coal famine. Then the spinning mills had to shut down. After that, the police demanded higher pay, for increased work and responsibility. Much property has been wilfully destroyed by idlers. The militia are now in charge.)

TELEGRAPHISTS ON STRIKE.

LONDON, August 12th.*

The strike of telegraph operators is spreading in the United States, and it is feared that those in Canada may join.

LONDON, August 13th.

The New York telegraphists have all joined the strike.

JAPANESE AND CALIFORNIA.

LONDON, August 12th.*

It is reported that Japan has refused the terms of satisfaction offered by the United States. *Received yesterday a.m.

[REUTERS' SERVICE.]

KOREA.

LONDON, August 11th.

Seoul reports the mutiny of the garrisons of Honju and Wonsu. The Japanese cavalry routed the mutineers, and are now pursuing them. The outbreak at Wonsu is regarded as serious, and Japanese troops have been despatched to the scene.

THE JAPANESE CRUISERS IN SPAIN.

LONDON, August 8th.

King Alfonso has given a ball in honour of the Japanese officers at San Sebastian.

TELEGRAPH OPERATORS' STRIKE.

LONDON, August 11th.

The telegraph operators' strike has spread to fifty cities of the western and southern states, and the operators of San Francisco and New York contemplate joining the movement.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

The ordinary half yearly meeting of shareholders in the Hongkong, Canton and Macao Steamboat Co., Ltd. was held at the offices of the Company, Hotel Mansions, at noon yesterday. Mr. A. Haupt presided, and there were also present Messrs. F. A. Gomes, W. Helms, E. E. Lezmann, C. H. Ross, C. Thiel, R. Shawan, A. Fuchs, (directors), Captain W. E. Clarke (secretary), Messrs J. J. Leiria, J. Arnold, J. R. Ellis, H. M. da Silva, E. Georg, W. Dowley, G. de Champeaux, P. Tester, and Chan Sui-ki. The Secretary having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen,—The report and account shewing how in your hands for some days, we will, with your permission, take them as read. During the period under review the depression in trade generally has caused a falling off in our freight business, which influences adversely the Chinese passenger traffic. The loss in exchange of Chinese subsidiary coinage has been very heavy, amounting to \$11,942.22. The working of the West River Service continues to give very poor and unsatisfactory results. Poor rice crops and the unsettled state of the people in this part of the country must account in large measure for the present bad trade. Competition on all the lines operated by the Company continues to be very severe, while our disbursements for cost of coal and general upkeep have increased. Our share of the heavy cost of repairs to the steamer *Heungshan* caused by stranding during the typhoon of the 18th September 1905, together with the necessary repairs to complete her overhaul, and increased cabin accommodation to fit her for the Canton line at a cost of \$14,525.36, amounted in all to \$39,153.71. Your Directors are of the opinion that part of these heavy expenses form a just claim on the underwriting account, and, therefore, have debited the Insurance fund with \$50,000, transferring that amount to Profit and Loss Account. Including the above sum of \$14,525.36 there has been expended on the various repairs and the cost consequent upon the *Powan* and *Nanning* stranding, a total sum of \$50,334.89. On the 13th June the steamer *Siam* struck a rock, was proceeding through the Shin Hing Gorge, causing serious damage, and in consequence, had to be beached. She has since been refloated and repaired, resuming her run on the 15th ultimo from Canton to Wahoo. The cost of these repairs will come into the second half year's working. Turning to the accounts you will note that the value of the 3 3/8ths share in the steamer *Powan* transferred to the China Navigation Co. has been deducted from the book value of steamers. Loan on Mortgage has been reduced by \$140,000, and Share Investment Account by \$53,735.00 by sale of certain holdings at a fair profit, which has enabled your Directors to pay off the temporary loan from the Hongkong and Shanghai Bank. The interest on this loan amounting to \$5,300 has been debited to Investment Interest Account. The Investment Fluctuation Account has been adjusted to meet the market value of the shares held by the Company. I do not think that there is anything else that calls for particular notice, but should any shareholder require any further information I shall have much pleasure in answering any questions.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. LEIRIA seconded, and the motion was carried unanimously.

Mr. ELLIS moved the confirmation of the nomination of Messrs. R. Shawan, A. Fuchs, C. H. Ross and W. Helms to fill vacancies on the directorate.

Mr. DA SILVA seconded, and the motion was agreed to.

Mr. GEORG proposed, Mr. CHAN SUI-KI seconded, and it was agreed that Messrs. R. Shawan and W. Helms, retiring members, be re-elected to the Board of Directors.

Messrs. A. O'D. Gourdin and W. H. Potts were reappointed auditors on the motion of Mr. DOWLEY, seconded by Mr. LEIRIA.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants are now ready, and can be obtained on application.

THE TAXATION QUESTION AT MACAO.

AN INQUIRY INTO THE CAUSES OF THE RECENT AGITATION.

The Chinese at Macao during the past few months have been greatly perturbed over the operations of the revenue department of the Colonial Government. For reasons, whether sound or otherwise, the Chinese population has been agitated by a belief that new taxes were being imposed; and they have held a number of meetings to discuss the situation. The last meeting was attended by upwards of two thousand persons, which in *prima facie* evidence of a widespread belief that they have a grievance. Our correspondent at Macao, an old resident of the Colony as familiar with the Chinese language as with Portuguese, has in his letters to the *Daily Press* reflected the views which his own inquiries have led him to adopt, namely, that no new increased taxes are being levied. Official demands of these allegations have been published in our columns by placards posted in Macao, but curiously enough the letter from the Protector of Chinese which recently appeared in the *Daily Press* seemed to refute the denial which it was intended to make. In view of the perplexing nature of the correspondence and the widespread public interest aroused in the question, a representative of the *Daily Press* has visited Macao for the purpose of inquiring into the matter and ascertaining, if possible, how these conflicting views are to be reconciled. The result is the following statement of the situation:

THE ORIGIN OF THE AGITATION.

The officials, from whom I received the fullest assistance in the prosecution of my inquiries, met the statement that an attempt had this year been made to impose new and increased "industrial contributions" with an emphatic denial. There are two kinds of industrial taxes levied: a fixed tax or license fee upon industrial establishments of all descriptions in the Colony and a "variable tax" which the Protector of Chinese in his letter to the *Daily Press* described as an "industrial tax on annual profits." This, however, seems to be an erroneous description of the tax. It is a tax on the earnings of professional men, such as doctors, surgeons, lawyers, teachers, notaries, solicitors, valuers, composers and other persons exercising similar professions and is chargeable on incomes exceeding \$100 p. a. An inquiry as to whether carpenters and masons came in that category, was answered in the negative, though in what respect, for the purposes of taxation, a carpenter or an engineer differs from a compositor, I am unable to service. I mentioned the case of a runner in the service of one of the hotels who told me that his wages were \$15 a month (in addition, I suppose, to his board and lodging), and he is taxed on that income twelve dollars and some odd cents per annum. It was explained to me that such a man would rank in the professions as a "broker" and was therefore properly liable to taxation. The tax on these "industrial incomes" is six per cent, plus a surcharge of 40 per cent, for municipal and other purposes. A mason, though he earns more than \$100 per annum, is exempt from taxation. So also is a "workman."

These taxes have been on the statute books of the Colony for more than fifty years, and I was informed by the officials that they have always been levied. I can only conclude from my further inquiries that in the past the tax-gatherer has performed his duties in a most indolgent manner, for these taxes have undoubtedly struck the Chinese this year as something new. In his recent letter to the *Daily Press*, the Protector of Chinese reported Mr. Lu Kau, one of the principal Chinese magnates of the Colony, as saying that this tax on industrial incomes had "erroneously been regarded as poll tax." And Mr. Lu Kau pointed out that this tax, far from being a source of revenue to the Exchequer would be a hindrance to the development of Macao. "Why should one of the leading Chinese merchants speak in terms like these if the tax did not appear to the Chinese as a new tax? When I put this question to a prominent official he suggested that an erroneous impression was created by the sentence owing to the writer's imperfect acquaintance with the English language. What was meant was not only that the tax would be a hindrance to the development of Macao, but that it has been, and ever will be so. If that is the case, why have the people suddenly awoke to the fact?

The explanation of the whole matter would seem to be that there is a row broom in the revenue department which has been making a clean sweep. The Chief of the Fazenda has found that it is the law of the Colony that these taxes shall be paid and he has accordingly called for the necessary information to enable him to assess the tax which each individual liable to pay taxes ought properly to contribute to the Exchequer. Moreover, he has printed and published the tables of contributions payable by the industrial establishments in the Colony and it would also appear that he has in some cases, revised the assessments, that is to say, some establishments which previously were ranked in the first class have been placed in a higher class, and the proprietors accordingly called upon to pay higher licenses. I was officially informed, however, that this could only apply to very few cases and that the great majority of the establishments paid at the minimum rates. Whoever is aggrieved has the right to appeal against the assessment.

These industrial taxes on shops cannot be described as burdensome, but the six per cent plus the surcharge of forty per cent on annual incomes must be an onerous tax on the wages of a large number of people who, according to the law, are liable to pay it. By the latest Estimates published—those for the year ending June 1907—it appears that out of a total revenue of about \$1,400,000 only a paltry \$33,000 is derived from the shop taxes and the industrial income

tax combined. It seems incredible that these taxes, if exactly levied and rigorously enforced, would not yield a larger revenue than this in a city of 90,000 people, and *prima facie* the smallness of the revenue supports the view that in the past there has been an indulgent execution of the law. The Government has contented itself with what the assessment has happened to produce, and it is simply, in fact, the appearance of an intention to be less indulgent that has raised the horns of the rest.

WHY NOT ABANDON THESE TAXES?

The Chinese suggestion aiming at the abolition of these taxes is not as unreasonable as it first sight it might appear. The Estimates for 1906-7 show an expected surplus of revenue over expenditure amounting to about half a million dollars, all of which I understand would go to Lisbon for imperial purposes. The dropping of such troublesome and vexatious taxes as those which have excited the agitation, yielding as they do a revenue of only \$33,000 and costing to collect, I venture to think, more than the whole of the rest of the total revenue, would entail no hardship or inconvenience to the government of the Colony. H.E. the Governor, who certainly manifests every desire to do his best for the Colony, is, I understand, engaged at the present time in drawing up regulations with regard to these industrial taxes with a view to restoring confidence and contentment among the Chinese. But the conclusion is irresistible that any tax in the nature of a capitation tax—call it by what name you will—is arbitrary, uncertain, troublesome and vexatious. The status of a man's fortune varies from month to month and year to year, and the annual inquisition of the revenue department is more intolerable than the tax itself. In whatever country such taxes have been levied they have always generated a quarrelsome, discontented attitude on the part of the people, whether the tax was light or heavy. It would be to the advantage of the Macao Government in many ways to entirely abolish these taxes. They are not necessary to the support of the administration and must in their very nature be, as Lu Kau has said, a hindrance to the development of trade. Even if there were no taxes either on shops or income, the Government of Macao would still have a revenue from the gambling monopolies and the opium farm which would leave a handsome surplus over the expenditure, notwithstanding the fact that Macao relatively bears a far larger proportion of imperial expenditures than does the Colony of Hongkong.

Sometimes ago the *Daily Press* correspondent reported that it had been decided to raise a loan of \$50,000 to rebuild the gao, and he suggested that to pay the interest on this loan additional taxation would be necessary. This is not the case, however. I understand that the loan has been arranged with the local bank at 7 per cent, and that in order to provide a fund for the payment of interest the Government have agreed to grant to the Senado, 40 per cent, of the proceeds of the pig slaughtering fees instead of only 25 per cent, as heretofore. What I cannot understand is the reason for raising a loan at all when the budgets are showing annual surpluses of ten times the amount of the loan. And what is the matter with the Government of Macao, if it cannot raise money at less than 7 per cent?

MACAO'S BALANCE SHEET.

The revenue of Macao for 1906-7 was estimated to amount to something over \$1,400,000. A house tax of 10 per cent produces about \$38,000; the industrial taxes above discussed yield about \$33,000; the opium farm provides \$350,000; the Pantan monopoly \$450,000; other gambling monopolies about \$160,000. The Santa Casa Lottery pays 8 per cent on the total value of the tickets issued each month. Four per cent goes to the Government and the other four per cent, to the Santa Casa de Misericordia. There is besides these sources of revenue a voluntary police tax paid by the Chinese business establishments yielding about \$10,000 a year.

The estimated expenditure for the same year was just below a million dollars. The headings of expenditure cover general administration, revenue department, judicial department, Ecclesiastical department (on which the expenditure amounts to about \$40,000 a year), the harbour department (\$104,000), the military (\$400,000) and other miscellaneous charges including a contribution of \$60,000 to the Colony of Timor. This fixed charge is sometimes supplemented by further grants. The Colony of Macao also provides the greater part of the cost of maintaining the Portuguese Legation at Peking and the Consulates in China and Japan. Until recently a Legation at Tokyo was also supported, but the Tokyo Legation having been closed some reduction in expenses will naturally follow. The maintenance of the Legations and Consulates heretofore have been estimated to cost about \$100,000 a year, and towards this expenditure the Home Government has contributed \$10,000; the Portuguese concession at Bangkok \$4,000; and consular fees have produced about \$2,500—a total of \$16,500, leaving the Colony of Macao to provide the balance, \$83,500 or thereabouts. And yet the Estimates of the Colony for the year just concluded showed an estimated surplus of about half a million dollars.

It may here be added that there are grounds for expecting that the Government of Macao will presently be relieved of the fixed charge in aid of Timor and will be required to assist that Colony only in exceptional circumstances.

THE TRADE OF MACAO.

As a consequence of an exceptionally severe outbreak of plague in the first half of the year followed as it has been by this agitation with regard to taxes, it has been inferred that the trade of the Colony has greatly suffered. It is gratifying to learn on the indisputable evidence of the Customs returns that there has, despite

these circumstances, been a distinct improvement both in the imports and exports. The import figures for the first half of this year amounted to \$8,289,117, as compared with \$7,102,310 in the corresponding half of last year. With regard to exports the returns to the end of June show this year a total of \$7,839,951 as compared with \$5,816,396 in the corresponding semester of last year. The Import and Exports together show an improvement of more than three million dollars as compared with last year's figures, which is eminently satisfactory.

It is admitted that during the plague scare there was a large exodus of Chinese from the Colony, but it is declared that the returns of the harbour department show that the Chinese have gradually returned, to the Colony and it is believed by the officials that the population is not now much below normal figures.

CONTEMPTEFUL PUBLIC IMPROVEMENTS.

With good administration there is no reason why Macao should not hold up its head among the foreign settlements of the East. All who know anything of Sr. Contilho d'Almeida, the present Governor, have every confidence in his desire to promote the welfare of the Colony. General Blasco, who is now in the Colony for the purpose of reporting on schemes for the improvement of the harbour, the sanitary improvement of the city and the improvement of the water supply may confidently count upon the support of His Excellency the Governor being given to all these projects. I gather that His Excellency does not entertain any idea that the execution of these projects may be postponed by the Home Government to the Greek Calends. He looks forward to their commencement at a reasonably early date. As regards funds it is the intention, I take it, to retain the annual surpluses instead of remitting them to Lisbon. The Government of Macao may look forward for many years to these large surpluses unless important public works are undertaken. It is proposed to dredge the harbour so that vessels drawing 16 feet of water may enter the port at any time.

The inhabitants of Macao can scarcely be expected to feel very sanguine about the matter. As I write I have before me a copy of a very strongly worded petition to the King of Portugal on the subject, forwarded by the inhabitants of Macao in 1891 in which they complained of the complete indifference of the Home Government to the future of the Colony. Here is a paragraph from that petition:—

"The petitioners, discouraged as they are by the result of their frequent appeals, make one more appeal to the magnanimity of your Majesty, asking that you will deign to order that the Government of this province may be authorised—as we know they have more than once asked—to apply the provision made in the budget for the purchase of one or more dredgers—which are necessary to deepen the channel of the port of Macao—and to construct the works necessary to regulate the currents (which have already been rendered stronger in the inner harbour by the construction of the Green Island embankment), and that other less urgent works be deferred to a more convenient season."

Whether the recommendations of Sr. Blasco on the subject will meet with any more consideration than the voluminous report of Sr. Adolpho Loureiro, an eminent engineer, who was sent out many years ago to report on the subject, remains to be seen. The day the authority arrives for the commencement of this work will certainly be a day of rejoicing in Macao.

SUPREME COURT.

Tuesday, August 13th.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

SOLICITORS AND CLIENT.

Messrs. Evans and Harston sued Lan Sik-ying, trader of 8 Circular Pathway, to recover the sum of \$332.50 for professional costs, services rendered, work and labour done, and monies paid for defendant at his request in connection with the purchase by the defendant from Mok Yak-long of the remaining portion of section C of the Paya reclamation to Marine Lot 71; also in connection with a second mortgage made by the defendant to Wong Tung; and also in connection with a third mortgage made by defendant to Mok Yak-long.

Mr. J. Scott Harston proved the debt, and judgment was entered for plaintiffs with costs.

S.S. "BENCLEUCH" AGROUND.

A Tokyo telegram to the "N. C. D. N." says the British steamer *Bencleuch* from Kola ran ashore near Yokohama on August 6th, in fog. She sustained no damage. The *Bencleuch* (4,158 tons gross), belonging to Messrs W. Thomson & Co., left London for Yokohama on June 8th. She has since been refloated.

HONGKONG WATER POLO ASSOCIATION.

FIXTURES.

Fifth round.

57th Co. R. G. A. play V. R. C. "A" team on Thursday, 15th August.
Middlesex "A" team play Middlesex "B" team on Friday, 16th August.

LAWN BOWLS.

The following team will represent the Civil Service against Kowloon Bowling Green Club on Saturday, 17th inst., at 4.30 p.m. sharp, on the Civil Service Ground.

A. Thornhill	C. W. Brett
C. Bond	R. Duncan
J. Colles	C. H. Parkinson
W. Finch (skip)	J. A. Whelan (skip)
G. Radcock	P. R. Adams
B. Palmer	A. Blower
R. Fenton	M. McIvor
W. H. Kelly (skip)	L. E. Brett (skip)

YOKOHAMA ENGINE AND IRON WORKS, LTD.

ANNUAL GENERAL MEETING.

The annual general meeting of the Yokohama Engine and Iron Works Ltd., was held on July 31st, at Yokohama. Mr. N. F. Smith presided in the absence of Mr. B. C. Howard, the Chairman of the Board, there being also present Messrs. F. J. Abbott, C. B. Bernard, and M. Surth (directors), Mrs. Lowder, Messrs. W. L. Mitchell, W. K. Trezise (manager) J. W. Weaver (foreman of works), and R. T. Bell (Secretary).

The report and statement of accounts for the year ended 31st May last, presented to the meeting, contained the following:—

"The net profit for the year (including the sum of Y162,443 brought forward from May 1st, 1906), after payment of an interim dividend and bonus of Y39,000 in January last and providing for depreciation of plant and machinery, and payment of Directors' and auditors' fees amounted to Y31,877.40, which the Directors recommend should be appropriated as follows:—

In payment of final dividend of	Y2.50 per share	Y19,500.00
Balance to be carried forward		12,377.40
		Y31,877.40

Taking into consideration the disadvantages attending the taking over the plant, machinery, etc., of the Petersen Engineering Co. and rearranging and placing same, besides working on the basis of a largely increased capital, the Directors are of the opinion that the result of the last half-yearly working is eminently satisfactory."

The Chairman, in moving the adoption of the report, said:—

"This is the twentieth annual general meeting of the Yokohama Engine and Iron Works. At our last general meeting the Chairman called your attention to changes that would have to be made in order to utilize the premises and machinery acquired from Petersen & Co. in connection with the plant operated by us prior to the amalgamation. The changes made during the interval have not only been attended with some unforeseen delay, but we have necessarily been working at a considerable disadvantage, as the erection of new buildings on Petersen & Co.'s and our own premises, and the altering of the location of machinery and fittings, have unavoidably and materially interfered with the usual working of the works. So much recently we have not been able to get the full benefit which our present premises and our extra and more conveniently placed plant and machinery afford us. As a matter for mutual congratulation, therefore, that your directors are able to report that the old premises of Petersen & Co. at Nos. 113 and 114 have been rearranged, the machinery set in order, and a large and commodious foundry built, which is now in full working order, and the new boiler-making shed, which has been refitted and adapted to facilitate handy and economical work. The new buildings also at Nos. 159 and 160 (our old premises) are now completed, and comprise blacksmiths', carpenters', boatbuilders', and pattern makers' shops, all of which are in full working order, with the exception of the blacksmiths' shop, which is now being fitted and will be in operation very shortly. In connection with the foregoing observations, I mention that in face of these difficulties our manager, Mr. Trezise, and staff have proved themselves equal to the emergencies referred to, having throughout most energetically and faithfully presented the work committed to their care, not only to the entire satisfaction of our customers but also to that of your directors. During the last half year shipping business has been rather dull, and consequently our works have not been actively employed in furnishing supplies and repairs to shipping as in the first half; but taking this feature of our business into consideration, in connection with orders received for local work, your directors consider that the results of the last half year are eminently satisfactory, as noted in the report which we have the pleasure of placing before you this afternoon with the statement of accounts. It will be seen by the balance sheet, and after payment of the interim dividend and provision for depreciation, directors' and auditors' fees, etc., the net amount of profit available is Y31,877.40, which the directors recommend shall be appropriated to the payment of a final dividend for the year, say Y2.50 per share, which will absorb Y19,500.00; the balance, Y2,377.40, to be carried forward. This annual report and the statement of accounts have been read in your hands for some days and if there are no objections to the same I will now ask you to take them as read, if some one will second the motion."

The motion was seconded by Mr. Mitchell, and carried *nom. con.*

On the motion of Mr. Trezise, seconded by Mr. Weaver, the retiring directors, Messrs. B. C. Howard and F. J. Abbott, were re-elected; while the appointment to the directorate of Messrs. C. B. Bernard and M. Surth was confirmed, C. B. Bernard of the Chairman, seconded by Mr. Trezise.

The auditors, Messrs. F. J. Hall and W. Y. Showler, were re-elected, the motion being proposed by Mr. Bernard, and seconded by Mr. Abbott.

There being no other business, the proceedings terminated, the Chairman announcing that dividend warrants would be ready the following day.

SCOTTISH BANKS.

A BIG AMALGAMATION.

We are officially informed (says the *Scotsman*) that an arrangement has been entered into between the directors of the Bank of Scotland and the directors of the Caledonian Banking Company (Limited) for the amalgamation of the two institutions. The arrangement, before it becomes binding and operative, must, of course, be approved of by the shareholders of both banks. The Bank of Scotland, which was established in 1695, is the oldest and is already the largest of the Scottish banks, and the combining with it of the business of the Caledonian Bank will place it in a position to compete with all its competitors.

The following is an outline of the agreement:—The Caledonian Banking Company (Limited) make over to the Bank of Scotland their whole assets of every description, inclusive of their rights of note issue and the goodwill of the business, in exchange for (1) the undertaking of the Bank of Scotland to meet the whole liabilities to the public of the Caledonian Bank; (2) the allotment to the shareholders of the Caledonian Bank of £1 5s stock of the Bank of Scotland, carrying dividend from Jan. 28 last, for each share of £2 10s, or, at the option of the shareholder, a cash payment of £5; (3) the continuation of the present directors, ten in number, of the Caledonian Bank as an advisory board at intervals during the lifetime of each at the present rate of remuneration, but not for longer than ten years; (4) the taking over of all the officers of the Caledonian Bank and continuing them for present in the service of the Bank of Scotland at their existing salaries; (5) the payment by the Bank of Scotland of all expenses connected with the transfer and the winding-up of the Caledonian Bank.

T. B. HALL & CO'S

"BOAR'S HEAD" BRAND

GUINNESS' STOUT

IN

PINTS & SPLITS.

SOLE AGENTS—

H. PRICE & CO. LTD.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

36]

PORT ARTHUR.

PITILESS INDICTION OF STOESEL AND HIS GENERALS.

A voluminous document containing the indictment of General Stoesel, Reuss, Peck, and Smirnov has been published in St. Petersburg. It accuses Gen. Stoesel and Peck of sending deliberately false reports about battles that never took place, of recommending for decorations their own friends and generals who lost battles, and of surrendering fortresses in spite of ample means of resistance.

The indictment of General Stoesel contains, among others, the following points: "General Stoesel disregarded the orders of the Commander-in-Chief of the Manchurian army to hand over the command of Port Arthur to Gen. Smirnov and to leave the army, but remained instead in the fortress. He violated the order of the Imperial Viceroys, interfered with Gen. Smirnov's functions, and issued counter orders regarding the defensive works in the second and third lines of the fortress. He made, furthermore, no provision for food supplies."

"In his report of the action at Kinchau, he stated that he himself and his troops most energetically whereas he remained in Port Arthur, and took no part in the fight. He reported Gen. Peck's retreat as a withdrawal carried out in accordance with orders."

"On 14 June, 1904, he stated in his dispatches that he had taken part in all the engagements, whereas from 8 Feb. to 14 June the only engagement which took place was that at Kinchau, at which he was not present."

"With a view to justifying his conduct at the surrender of Port Arthur, Gen. Stoesel notified the Tsar on 21 Dec., 1904, that the Japanese were masters of the situation, and that Port Arthur could only hold out for a few days longer, as ammunition was running out. In point of fact, the great majority of the Council of War had declared for defending Port Arthur to the last extremity, and had stated that there was abundance of ammunition."

In addition, Gen. Stoesel shamelessly and unjustifiably bestowed the Order of St. George upon Gen. Peck for the battle of Kinchau, which Gen. Peck lost, and in which he displayed the grossest incompetence. The same decoration was conferred upon Gen. Reuss, who himself admitted that he had done nothing to earn such an honor."

Gen. Stoesel evaded several facts without exhausting every means of defence, and authorized Gen. Reuss to sign conditions of capitulation ignominious to Russia. Gen. Stoesel did not himself share the fate of the garrison nor accompany them into captivity."

Capital punishment is provided by the military code for all these crimes.

The indictment charges Gen. Peck with being equally guilty on all counts with Gen. Stoesel. It declares that he displayed incompetence, and opposed Gen. Stoesel's commands, and that he delivered a false report regarding the battle of Kinchau, and under the excuse of lack of ammunition retreated in full daylight, causing, in consequence, great losses to the troops."

Gen. Reuss is charged with being an accessory of Gen. Stoesel, and Gen. Smirnov is accused of supineness in not putting a stop to the conduct of Gen. Stoesel, Peck, and Reuss.

CHINA AND SIAM.

The Peking correspondent of the *N. C. Daily News* says:—I am informed that by agreement with the Siam Government the Chinese Government is going to appoint a Chinese Minister to Bangkok, and some Consuls at important cities in that country, for the protection of Chinese interests, which are greater than those of other Powers. There are about 5,000,000 Chinese in Siam, who are employed in various capacities, while the financial power is chiefly in their hands. This large number of Chinese emigrants marry Siamese girls and do everything like the natives, except that they are not called upon to perform military duties. The Siam Government will also appoint a representative in Peking and one or two Consuls, if necessary. It will be remembered that Siam was one of the tribute States of the declining Empire prior to the arrival of Europeans in that country. Owing to the absence of a Commercial Treaty between the countries, the Chinese Government did not accord any official reception to the Siamese Crown Prince, who passed through Peking last year on a tour.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 13th at 11.50 a.m.—The barometer has fallen at all stations, moderately to considerably over Formosa and the Loochoos, and slightly on the S. coast of China and Luzon. The depression over the Pacific is probably a typhoon. It appears to be situated to the S.E. of the Loochoos and to be moving towards N.W. at present.

Pressure is still high to the S.E. of Japan, while it has fallen to the normal on the China coast. It is below the average by 0.1 inch in Manila, and by slightly above that amount over the Loochoos.

Fresh N. and N.E. winds are likely to prevail in the Formosa Channel, and moderate N.E. to N.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.28 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N.E. or variable winds, light or moderate; fair.

Formosa Channel N.E. and N. winds, fresh.

South coast of China between Hongkong and Loochoos Same as No. 1.

South coast of China between Hongkong and Hainan Same as No. 1.

THE ROBINSON PIANO CO. LTD.

TALKING MACHINES

AND

RECORDS.

NEW STOCK JUST ARRIVED.

LARGE AND VARIED ASSORTMENT

MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 29th November, 1906.

TINY GIRL MASS OF FEARFUL ECZEMA

Covered from Head to Foot—Cries Were Heartrending—Beat Her Head and Blood Streamed Down Her Back—In Agony When Washed—Suffering Lasted Four Months.

TWO SETS OF CUTICURA EFFECT PERFECT CURE

"I am writing to you a few words of advice to mothers who may have a child the same as I have. For more than four months my little baby girl had eczema, first on one but then who have had it can tell the agony they suffer. I have seen my child beat her head, and blood streaming down her back. She was a little sufferer from head to foot. She was so miserable, I had advice from several men, did not even to cure her one bit. I was advised to use the Cuticura Remedies, and I had two sets. Now there is not one spot about her, and I am confident that the Cuticura Soap, Cuticura Ointment, and Cuticura Pills cured her. I used them, and I think they are worth all praise for my little one and other mothers who may have such trouble as I did with her."

"I used to dread the time for her to wake up, as the pain from her weeping rendered her so miserable, and no one but myself can tell of the nights of misery spent with her. It did not come in a small place on her head. I used all kinds of remedies for it and it got worse. When I washed her she would cry with pain. I day by day made up my mind while reading about the Cuticura Remedies, so I got a cake of Cuticura Soap, a box of Cuticura Ointment, and Cuticura Pills and used them in the evening. I continued for a week, and you can't imagine how thankful I was to see how well she got on. She was two years of age the 23d of February, and a fine girl. She is a picture to look at now. I shall recommend the Cuticura Remedies to every one I know. Mrs. Cutler, 140, King St., Royal Oak, Plymouth, Dec. 13, 1905, and Jan. 29, 1906."

The most torturing and disgusting humours, eczemas, rashes, itching, irritations, and inflammations of the skin, scalp, and blood, with loss of hair of infants, children, and adults, are instantly relieved and speedily cured by Cuticura Remedies, when all else fails. Guaranteed absolutely pure.

A single set often cures. Sold throughout the world. London, 27, Chancery Lane. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 111, Queen St. R. F. & Co. Hobart, 111, Market St. R. F. & Co. Newcastle, 111, Market St. R. F. & Co. Sydney, 111, Pitt St. R. F. & Co. Melbourne, 111, Collins St. R. F. & Co. Perth, 111, Market St. R. F. & Co. Adelaide, 111, Rundle St. R. F. & Co. Brisbane, 1

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and sent to the Press Office, before 11 a.m. on day of publication. After that hour the supply is limited. Only single copies for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, Code: A.B.C., 5th Ed. Lieber's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE WAVERLEY HOTEL.
OPPOSITE POST OFFICE.

SPECIAL REDUCED RATES for Monthly Boarders.
Front Rooms 2 Persons ... \$30 each per month
Back 2 Persons ... \$25 each per month
Hongkong, 14th August, 1907. 1344

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship

"ARRATON APCAR,"
Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 17th inst. at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 14th August, 1907. 1324

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 13th August, 1907. 1324

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLAMORGANSHIRE,"
Captain Norris, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 19th inst. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 19th inst. at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

SHAW, TOMES & Co.,
Agents.
Hongkong, 13th August, 1907. 1255

NOTICE

I have This Day taken over the Charge of the SHANGHAI LIFE INSURANCE COMPANY.

By Order of the Board of Directors.
J. M. ECA DA SILVA,
Agent, Hongkong and Macao.
Hongkong, 13th August, 1907. 1334

WANTED.

OFFICE POSITION by Young Englishman, 23 years of age. Thoroughly Experienced Correspondent and Bookkeeper. Thorough knowledge of French and German, acquired in France and Germany. Well recommended.

Apply to— Care of "Daily Press" Office.
Hongkong, 9th August, 1907. 1318.

FRENCH CLASS FOR LADIES.

COMMENCING in September (afternoons). Further information on application to C. B.

Care of "Daily Press" Office.
Hongkong, 12th August, 1907. 1330

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED
have always in stock a supply of the above in all sizes. Prices may be obtained on application.

Hongkong, 26th July, 1907. 1258

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.
Hongkong, 15th July, 1907. 1351

HONGKONG VOLUNTEER CORPS.

It is proposed to form an Infantry Company with a Detachment Cyclists. All who are desirous of joining are requested to apply personally at the Volunteer Headquarters, morning or afternoon.

A. J. THOMPSON, Captain,
Staff Officer H.K.V.C.
Hongkong, 27th July, 1907. 1285

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 33 Years From 1874 to 1906.

Price: \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

INTIMATIONS

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICES, Victoria Barracks, until 12 NOON on 20th August, 1907, for the SUPPLY OF FLOUR for six months commencing 1st October, 1907.

Forms of Tender and any Particulars can be obtained on application to any Officer, personally or by letter, addressed to the OFFICER COMMANDING ARMY SERVICE CORPS, between the hours of 10 a.m. and 4 p.m.

The Tenders must be properly completed, signed and dated, and no tender will be noticed unless delivered upon the proper Form at the HEAD QUARTERS OFFICES by 12 o'clock Noon on the above date, in a closed envelope marked "TENDER FOR FLOUR" on the outside.

The right to reject any or all Tenders is reserved.

Head Quar. or Offices,
Hongkong, 9th August, 1907. 1331

SANITARY BOARD OFFICE,
Hongkong.

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC BUILDINGS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria, and the Eastern Division of Kowloon, occupied by members of more than one family must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase, all outside partitions, stair casings and stair linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The backyard should have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-ling is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yamau service Reservoir to the Northern boundary of Kau-ling.

G. A. WOODCOCK,
Secretary.
Dated this 1st day of August, 1907. 1333

FRENCH LESSONS.

FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and ENGLISH LESSONS by an English Lady.

Apply by letter to— B. R.
Care of "Daily Press" Office.
Hongkong, 13th November, 1906. 1334

IRON MERCHANTS.

E. HING & Co.

DEALERS in Iron, Steel, Metals, Hardware, Munt's Metal, Steel Boiler and Ship Plates, Pig-Iron, Coke and General Merchandise. No. 25, Wing Wo Street (near 171, Queen's Road Central). Telephone No. 613. Des Vaux Road Central. Telephone No. 613. Hongkong, 1st March, 1907. 478

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily. Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901. 47

A LING & CO.

10, QUEEN'S ROAD CENTRAL
(Next to Messrs. KUN & KONG).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. 773-1280

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1906
£17,837,113.

I. AUTHORIZED CAPITAL, £3,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 837,500
II. FIRE FUNDS, 3,386,720

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 27th April, 1907. 1491

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 13th August 1906. 79

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & Co.
Agents.
Hongkong, 21st April, 1897. 111

PUBLIC COMPANIES.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of Shareholders in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 17th day of August, 1907, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1907.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1907. 1286

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from TUESDAY, the 6th to the 17th day of August, 1907 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st August, 1907. 1287

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

AN INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 2nd August, 1907. 1302

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY HALF-YEARLY MEETING of Shareholders will be held in the Offices of the Company, Queen's Buildings, Cornhill Road, on MONDAY, 19th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 19th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.
Hongkong, 30th July, 1907. 1276

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip Certificate No. 9, marked Worn, bearing date the 27th March 1909, for Five Shares numbered 3449/3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Scrip Certificate will be issued to the said Mr. Ho Poon-Shek and thereafter no other scrip will be acknowledged by this Company.

Dated the 13th day of August 1907.

THE TUNG ON FIRE INSURANCE COMPANY, LIMITED.
TONG TEE SAI, Secretary.
1340

FOR SALE

FOR SALE.

WATER TUBE BOILER,
Nearly New.
(Made by Messrs. Yarrow & Co.)

Heating Surface ... 1,200 sq. ft.
Grate Surface ... 27
Weight of boiler complete ... 74 tons.
Working pressure ... 50 lb. per sq. in.

Offers are invited by the undersigned, who will supply further particulars on application.

BUTTERFIELD & SWIRE.
Hongkong, 21st August, 1907. 1332

COLLECTIONS OF USED POSTAGE STAMPS

ASIATIC STAMPS. MINT STAMPS.
100 for \$5.00 500 for \$3.00
150 for \$7.50 1000 for \$5.00
200 for \$10.00 1500 for \$7.50
250 for \$12.50 2000 for \$10.00
300 for \$15.00 2500 for \$12.50
350 for \$17.50 3000 for \$15.00
400 for \$20.00 3500 for \$17.50
450 for \$22.50 4000 for \$20.00
500 for \$25.00 4500 for \$22.50
550 for \$27.50 5000 for \$25.00
600 for \$30.00 5500 for \$27.50
650 for \$32.50 6000 for \$30.00
700 for \$35.00 6500 for \$32.50
750 for \$37.50 7000 for \$35.00
800 for \$40.00 7500 for \$37.50
850 for \$42.50 8000 for \$40.00
900 for \$45.00 8500 for \$42.50
950 for \$47.50 9000 for \$45.00
1000 for \$50.00 9500 for \$47.50

Also Stamps in bags, sets, &c., &c.
ARTISTIC PICTORIAL POSTCARDS
and other Philatelic Goods. Inspection invited.

GRACA & CO.,
Hongkong Hotel Corridor.
1145

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG

FOR DEMAND DRAFTS ON BOMBAY.
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: \$1 CASH.

On Sale at the "DAILY PRESS" Office, or Local Booksellers.

BOARD AND RESIDENCE

PRIVATE BOARD AND RESIDENCE
MRS. GILLANDERS

"CLAREMONT"
2 & 4, KENNEDY ROAD,
Hongkong, 8th February, 1907. 604

FIRST-CLASS BOARD & RESIDENCE

AT
"BRAESIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to— Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen")
Hongkong, 27th June, 1905. 143

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (THURSDAY),
the 15th August, 1907, at NOON, at their SALES ROOMS, No. 8, Des Vaux Road, (Corner of Lee House Street),
SUNDRY WINE AND SPIRITS.
Comprising—
SCOTCH WHISKY, COGNAC,
CLARET, HOCK, VERMOREL, OLD TOM GIN, CHAMPAGNE, &c., &c., &c.
TERMS—As usual.

HUGHES & ROUGH
Government Auctioneers.
Hongkong, 10th August, 1907. 1327

By Order of the Executors of the late EDMUND SHARP, Esq., deceased.

NOTICE TO CAPITALISTS AND INVESTORS.

Sale of Valuable House Property at Low Reserves.
Offering Good Investments in a Good Locality.

PUBLIC AUCTION
OF
A Large and Valuable LEASEHOLD PROPERTY situated at Victoria in the Colony of Hongkong and being parts of Island Lots 679 and 747 whereon are situated the houses known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13 FUK LUK LANE; Nos. 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128 and 130 THIRD STREET; Nos. 113, 115, 117, 119, 121, 123, 125 and 127 THIRD STREET;

AND
Nos. 1, 2, 3, 4, 5, 6, 7, and 8, FUK SAU LANE;

TO BE SOLD BY
PUBLIC AUCTION,
in 6 lots or otherwise, as the Auctioneer shall declare, on
MONDAY,
the 19th day of August, 1907, at 3 o'clock p.m. at his Sales Rooms, in Duddell Street

by
Mr. GEO. P. LAMMERT, Auctioneer.

The following is the description of the Property:—

Lot 1.—All that piece or parcel of ground situated at Victoria in the Colony of Hongkong and being parts of Island Lots 679 and 747 containing a frontage to Fuk Luk Lane of 98 feet or thereabouts and an area of 4,520 square feet. Apportioned Annual Crown Rent \$28.34. Party Wall.—The wall on the Easternmost side of this Lot is a Party Wall House.

On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 7, 8, 9, 10, 11, 12 and 13 Fuk Luk Lane.

Lot 2.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section C of Island Lot No. 679 containing a frontage to Fuk Luk Lane of 82 feet 4 inches or thereabouts and an area of 3,875 square feet. Apportioned Annual Crown Rent \$24.30. Party walls.—The walls on the Easternmost and Westernmost boundaries of this Lot are Party Walls. Houses.—On this Lot or on some part thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5 and 6 Fuk Luk Lane.

Lot 3.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section D of Island Lot No. 679 containing a frontage to Third Street of 110 feet or thereabouts and an area of 5,398 square feet. Apportioned Annual Crown Rent \$33.83. Party Wall.—The wall on the Westernmost side of this Lot is a Party Wall. The wall on the East side of this Lot dividing the same from Section A of Island Lot No. 679 and which is of a length of 6 feet and 7 inches is a Party Wall. The wall on the South side of this Lot dividing the same from Section A of Island Lot No. 679 and which is of a length of 4 feet 8 inches is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 110, 112, 120, 122, 124, 126, 128 and 130 Third Street.

Lot 4.—All that piece or parcel of ground situated at Victoria aforesaid intended to be registered in the Land Office as Section C of Island Lot No. 747 having a frontage to Third Street of 117 feet 4 inches or thereabouts and an area of 6,091 square feet. Apportioned Annual Crown Rent \$35.85. Party Wall.—The wall on the Easternmost boundary of this Lot is a Party Wall. Houses.—On this Lot or on some part or parts thereof are erected the substantial houses known as Nos. 1, 2, 3, 4, 5, 6, 7, and 8, Fuk Sau Lane.

All the above described parcels of land of the Crown for 999 years from the 25th day of June 1861 and are more particularly delineated and described on a Sale Plan thereof which can be inspected at the Office of Messrs. JOHNSON, STOKES and MASTER, the Vendor's Solicitors, at any time previous to the Sale.

For Further Particulars and Conditions of Sale apply to—
Messrs. JOHNSON STOKES & MASTER,
8, Des Vaux Road Central,
Vendor's Solicitors,
or to
Mr. GEO. P. LAMMERT, Auctioneer.
Hongkong, 9th August, 1907. 1317

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1907. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 26th July, 1907.

TO LET

TO LET.

"STONHEVED" 35, Robinson Road.
No. 52, CAINE ROAD.
Nos. 27, 29, 31 and 33, SEYMOUR ROAD.
Apply to—
SAM WANG CO. LTD.,
81, Queen's Road Central.
Hongkong, 22nd July, 1907. 1103

TO LET.
No. 7, AUSTIN AVENUE, Kowloon.
Possession 1st September.
Apply to—
E. D. SASSOON & CO.,
Comptroller Department.
Hongkong, 2nd August, 1907. 1291

TO LET.
OFFICES at No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).
Apply to—
HO TUNG,
Comptroller Department.
Jardins, Matheson & Co.
Hongkong, 13th August, 1907. 1341

HOTEL TO LET.
Occidental Hotel, at Kowloon as a going concern for lease on very easy terms, either whole or in part with 35 Bedrooms, most completely and comfortably furnished. Electric Light and Fans installed. Two public Bars and Billiards. Has been conducted as a First Class Hotel. Proprietor is willing to go shares with the lessee.

For Further Particulars, apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street.
Hongkong, 9th August, 1907. 1316

TO LET.
"BERIL" No. 1, GARDEN ROAD, Kowloon. Containing 8 Rooms and Garden. Possession 1st June, 1907.
Apply to—
H. M. H. NEMAZEE.
Hongkong, 23rd May, 1907. 982

TO LET.
ONE OFFICE-ROOM on Second Floor PRINCE'S BUILDINGS.
Apply to—
REUTER, BROECKELMANN & Co.
Hongkong, 23rd April, 1907. 795

TO LET.
TWO ROOMS in HOTEL MANSIONS with Bathroom. Suitable for Offices or Chambers. Immediate Possession.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 31st July, 1907. 1159

TO LET.
"HATHERLEIGH" CONDOTT ROAD.
No. 1, RIFON TERRACE, BONHAM ROAD.
OFFICES in KING'S BUILDING and YORK BUILDING.
GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS, CONDOTT ROAD.
FLATS in MORETON TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1907. 1160

TO LET.
Nos. 2 and 5, ORMSBY TERRACE, Kowloon.
No. 4, SEYMOUR ROAD, Hongkong.
Cheap rent.
Apply to—
SPANISH DOMINICAN PROCUATION.
Hongkong, 1st August, 1907. 1114

TO LET.
Nos. 3 and 4, OBSERVATORY VILLAS, Kowloon. Moderate Rental. Tennis Court and Electric Lights.
No. 45, ELGIN STREET, 6 Rooms with front and back Verandahs. From 1st July. "CHERUB VILLE." A fine Bungalow. Near Observatory Villas. Cheap Rental.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 20th June, 1907. 860

TO LET.
ONE FOUR ROOMED HOUSE at Praya East, near East Point.
Apply to—
JARDINE MATHESON & Co., LTD.
Hongkong, 24th June, 1907. 1164

TO BE LET OR SOLD.
WITH POSSESSION FROM 1st JUNE— IN WANCHAI ROAD.
GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4000 square feet space, concrete flooring. Su table for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.
IMMEDIATE POSSESSION.
No. 2, HOLLYWOOD ROAD, and No. 51, POTTINGER STREET.
Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 481

TO LET.
"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 38 Rooms.
BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).
OFFICES in Queen's Road Central.
BELLIS TERRACE HOUSES, ROBINSON ROAD.
No. 4, ALBANY.
No. 6, CAMERON VILLAS (PEARL).
Furnished. Cheap rent. For September and October.
Apply to—
LINSTED & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th August, 1907. 1102

TO LET

TO LET.

No. 1, WEST END TERRACE, Shamoen, Canton.
Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st Aug. 1907. 191

TO BE LET.
AS from the 1st August next, No. 5, MORRISON HILL.
Apply to—
MESSRS. JARDINE, MATHESON & Co., LTD.
Hongkong, 1st July, 1907. 1151

TO LET.
SUITABLE FOR OFFICE OR RESIDENCE.
GROUND FLOOR, No. 1, OH Bailey. Rent Moderate.
Apply to—
Care of "Daily Press" Office.
Hongkong, 12th August, 1907. 1331</

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt. C. D. Golden	About 14th August	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. H. W. Konrick, R.N.R.	About 16th August	Freight and Passage.
SHANGHAI	MALTA Capt. R. A. Peters	About 22nd August	Freight and Passage.
LONDON via USUAL PORTS of CALL	ARCADIA Capt. A. L. Valentini	Noon, 24th August	See Special Advertisement.

For further Particulars, apply to

F. A. HEWETT,
Superintendent.

Hongkong, 14th August, 1907.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
AMOI, TSINGTAU & NEWCHANG	"KWEIYANG"	On 14th Aug., 3 P.M.
SWATOW, NINGPO & SUZHOU	"TAMING"	On 14th Aug., 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"SHANSI"	On 14th Aug., 4 P.M.
SHANGHAI DIRECT	"HUICHOW"	On 14th Aug., 2 P.M.
YOKOHAMA and KOBE	"SHAOHSING"	On 14th Aug., 4 P.M.
HOIHOW and HAIPHONG	"TSINAN"	On 14th Aug., 4 P.M.
SAMARANG	"HUPEH"	On 14th Aug., 4 P.M.
CEBU & ILOILO	"SHANTUNG"	On 14th Aug., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 14th Aug., 4 P.M.
SWATOW, and SHANGHAI	"SINGAN"	On 14th Aug., 4 P.M.
SWATOW and SHANGHAI	"SEZCHUEN"	On 14th Aug., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"LIANGCHOW"	On 14th Aug., 4 P.M.
SWATOW and SHANGHAI	"TAIYUAN"	On 21st Aug., 4 P.M.
SWATOW and SHANGHAI	"PAKHOI"	On 25th Aug., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily quality of Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 14th August, 1907.

AGENTS

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI via SWATOW and AMOI	"DAIJIN MARU" Capt. I. Sakurai	SUNDAY 18th Aug., at 10 A.M.
* ANPING via SWATOW and AMOI	"FUKUSHU MARU" Capt. T. Ito	WEDNESDAY 21st August, at 10 A.M.
† SHANGHAI via SWATOW and AMOI	"FRITHJOF" Capt. O. Anderson	FRIDAY 16th Aug., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 14th August, 1907

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.

R.M.S.	PROPOSED SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6183	WEDNESDAY, 14th Aug.	7th Sept.
"EMPERESS OF JAPAN"	6000	THURSDAY, 29th Aug.	16th Sept.
"TARTAR"	6425	WEDNESDAY, 11th Sept.	5th Oct.
"EMPERESS OF CHINA"	6000	THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA"	6000	THURSDAY, 24th Oct.	11th Nov.

* "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at QUEBEC with the Co.'s NEW PATRIAL "EMPERESS" Steamships,
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA
and 28 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260, via New York 262.

Intermediate Steamers "240," "242."

R.M.S. "MONTEAGLE," and "TARTAR" carry Intermediate passengers only,
at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China
and Japan Governments.For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ZIETEN" F. Proesch	Wedday, 14th Aug., at Noon.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Senden	Thursday, 15th Aug., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About Friday 23rd August.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semmler	About Saturday 31st Aug., at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th August, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TJIMAH	JAPAN	Second half of Aug.	JAVA PORTS	Second half of Aug.
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJILATJAP	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 14th August, 1907.

Telephone No. 375.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MARMORA"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex ss. "Judia" &
"Persia."From Persian Gulf ex B. I. S. N. &
B. P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 14th August, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by mail
any case whatever.Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which time they cannot be recognized. No
Claims will be admitted after the Goods have
left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 7th August, 1907.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAMMUT"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI, SHANGHAI,
AMOI AND MANILA.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.No Fire Insurance will be effected by us in
any case whatever.DODWELL & Co., Ltd.,
Agents.

Hongkong, 10th August, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"AWA MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods, with the exception of plate cuttings,
are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, To-day.Goods not cleared by the 15th August, will
be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in
the Godowns, and Notice of same sent to this
Office before the 21st August, or Claims in
connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 12th August, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk in the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf & Godown Company,
Ltd., Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Mon-
day, the 12th inst., at 3 P.M.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 19th inst. will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 19th inst., at 9:30 A.M.All Claims must reach us before the 26th
August, or they will not be recognized.

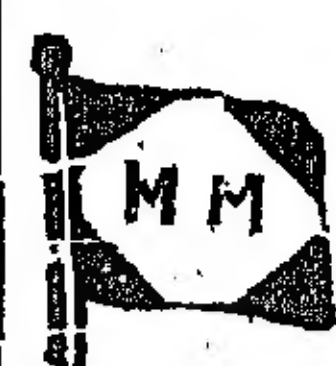
No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
Agents.

Hongkong, 12th August, 1907.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS

THE Steamship

"SALAZIE"
Captain Aillard, will be despatched for
MARSEILLES, on TUESDAY, the 20th
August, at 1 P.M.This Steamer connects at Colombo with the
Australian line s.s. "Sydney," bound for
Melbourne via BOMBAY and Aden.Passage tickets and through Bills of Lading
issued for above ports.Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. "POLYNESIE"	3rd Sept.
S.S. "TOURANE"	17th Sept.
S.S. "AUSTRALIEN"	1st Oct.
S.S. "NERA"	15th Oct.
S.S. "YAREA"	29th Oct.
S.S. "ERNEST SIMONS"	12th Nov.

G. de CHAMPEAUX,
Agent.

Hongkong, 7th August, 1907.

SHIPPING IN PORT.

STEAMERS.

AWA MARU, Japanese str., 3,912, N. Trenut,
8th Aug.—London 6th July & onwards.BEIJING, British str., 5,726, T. Bartlett,
4th Aug.—Tientsin 27th July, General—
Nippon Yusen Kaisha.CHIDAR, Norwegian str., 1,102, A. Augensen,
4th Aug.—Bingkong 27th July, General—
Nippon Yusen Kaisha.CHIKIANG, British str., 1,200, F. Robertson,
4th Aug.—Swatow 3rd Aug.—
Butterfield & Swire.CHUSHING, British str., 1,199, F. Mooney, 11th
Aug.—Chefoo 8th Aug.—General—
Jardine, Matheson & Co.CHOYANG, British str., 1,424, A. E. Sandback,
7th Aug.—Shanghai 3rd via Swatow 6th
Aug.—General—Jardine, Matheson & Co.EMPRESS OF JAPAN, British str., 3,000, H.
Pryor, 25th July—Vancouver 8th July,
General—C. P. B. Co.FICKE, German str., 1,800, R. Wegner, 11th
Aug.—Wakamatsu 4th Aug.—
Sander, Wieler & Co.HAILAN, French str., 377, Andersen, 10th Aug.
Hoibow 8th Aug.—General—A. R. Marly.HARBART, British str., 2,119, A. Bowling, 31st
July—Melbourne 29th June. Flour—
Sewar, Thomas & Co.HOPKIN, British str., 1,359, Jas. M. Hay, 7th
Aug.—Saigon 3rd August, General—
Jardine, Matheson & Co.HOIHOW, British str., 1,217, E. Forsyth, 8th
Aug.—Tientsin 3rd August, General—
Butterfield & Swire.HUPEH, British str., 1,204, A. Mathias, 12th
Aug.—Hoibow 11th August, General—
Butterfield & Swire.INSTON, British str., 1,550, N. Tice, 10th Aug.
—Bombay 20th July and Singapore 3rd
Aug.—Canton—Sander, Wieler & Co.JUBANNE, German str., 952, Island, 5th
Aug.—Samarang 27th July, Sugar—
Jensen & Co.KORSA, American str., 5,851, Samuel Sandberg,
5th Aug.—San Francisco via Ports 9th
July, General—O. & O. Co.KWEIYANG, British str., 1,044, Dawson, 6th
Aug.—Swatow 5th August, General—
Butterfield & Swire.LAUSCH, German str., 1,945, Sperling, 6th
Aug.—Moji 1st Aug.—Canton—Jensen & Co.LEVANTO, Italian str., 2,231, Gravina, 6th
Aug.—Singapore 31st July, Cotton—
Carlowitz & Co.LOO SUN, German str., 1,020, W. Tauber, 9th
Aug.—Bangkok 31st July, Rice & Wood—
Melchers & Co.LOTHIAN, British str., 3,222, Williamson, 5th
Aug.—Callao 22nd June—Order.MAUSING, British str., 1,444, R. Houghton,
9th Aug.—Sundabon 4th Aug.—General—
Jardine, Matheson & Co.MEERPO, Chinese str., 1,518, Frigate, 8th
Aug.—Shanghai 4th August, General—
Chinese.MONTAGUE, British str., 3,953, S. Robinson,
25th July—Vancouver, &c. 28th
June, Mails and General—C. P. B. Co.NANSHAN, British str., 1,239, A. Jones, 11th
Aug.—Saigon 6th Aug., Rice and General—
Bradley & Co.PAKAT, German str., 1,078, J. Wenzel, 10th
Aug.—Bangkok 1st and Hoibow 8th Aug.,
Rice and Teakwood—Windsor & Co.PETCHABURI, German str., 1,373, C. Wolf, 6th
Aug.—Bangkok 27th July, Rice and
Timber—Butterfield & Swire.PHUYEN, French str., 1,249, Bouisson, 31st
July—Saigon 26th July, Rice—Bradley
& Co.PIBANULOK, German str., 1,607, D. Reimer,
11th Aug.—Bangkok 4th Aug., Rice—
Butterfield & Swire.PONTON, German str., 997, W. Bielefeld,
3rd Aug.—Bangkok 24th July, Wood and
Rice—Butterfield & Swire.RIVERDALE, British str., 2,384, Hay, 9th Aug.
—Samarang 30th July, General—Butter-
field & Swire.SHANSI, British str., 1,236, Boyd, 10th August
—Swatow 9th Aug.—Butterfield & Swire.SHANTUNG, British str., 1,935, J. Robinson, 4th
Aug.—Java (Cheribon) 26th July, Sugar—
Butterfield & Swire.SHAOHING, British str., 1,305, W. Melatos,
8th August—Shanghai 4th August, General—
Butterfield & Swire.SHAWMUT, American str., 9,506, E. V. Roberts,
8th August—Manila 6th August, General—
Dodwell & Co.SHIMANO MARU, Japanese str., 6,267, Katsuzi
Kowara, 11th August—Seattle & Shanghai
5th Aug.—General—Nippon Yusen Kaisha.SUNGKIANG, British str., 987, G. H. Penne-
father, 10th Aug.—Cebu & Iloilo 6th Aug.,
Sugar—Butterfield & Swire.TAISHUN, Chinese str., 1,216, R. Stephen, 12th
August—Shanghai 8th August, General—
Chinese.TAMING, British str., 1,353, A. W. Outerbridge,
8th August—Manila 6th August, Hemp
and General—Butterfield & Swire.TATOU MARU, Japanese str., 1,743, H. Tern-
tine, 4th August—Kobe and Moji 29th
July, Coal—Chinese.TRIUMPH, German str., 769, Bendixen, 11th
August—Hoibow 10th Aug., General and
Rice—Jensen & Co.TSINAN, British str., 2,300, C. Lindbergh, 11th
August—Sydney 16th July, General—
Butterfield & Swire.VICTORIA, Swedish str., 1,150, J. A. Hallberg,
4th August—Java 25th July, Sugar—
Aagard, Thorsen & Co.VORWAERTS, Austrian str., 3,422, B. Beharaz,
7th August—Tientsin 17th June and Singa-
pore 1st August, General—Sander, Wieler
& Co.VORWAERTS, German str., Uldarap, 11th Aug.
—Tientsin 5th Aug., Coal—Jensen & Co.WINGHONG, British str., 1,357, Walker, 3rd
August—Moji 27th July, Coal—Jardine,
Matheson & Co.WOSANG, British str., 1,127, Campbell, 10th
August—Wulu and Chinkiang 5th Aug.
—Rice—Jardine, Matheson & Co.

SAILING VESSELS.

ALCIBES, British ship, 2,492, J. Cummings 26th
July—from New York, Case Oil—Standard
Oil Co.LYNDHURST, British 4-masted barge, 3,501,
Parnoll, 25th July—Kobe 1st June, Ballast
—Standard Oil Co.HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.Alcibiades, dispatch boat, 700 tons, 10 guns,
3,000 h.p., Comdr. E. La T. Leatham,
Welshpool.Astron, 2nd class cruiser, 430 tons, 10 guns,
3,000 h.p., Captain C. L. Vaughan-Lee,
Japan.Bedford, British cruiser, Capt. S. E. Brinkin,
R.N., Japan.Bramble, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. G. W. Davidson, Shanghai.Britannia, gunboat, 710 tons, 900 h.p., Lieut.-
Comdr. W. L. Bamber, Hongkong.Cadmus, British sloop, 700 tons, Comdr. B. L.
Majors, Weihaiwei.

Chio, British sloop, 10

